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Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 L-03 INRE-00 SSO-00
OIC-02 IO-13 AF-10 ARA-10 EA-10 NEA-10 PA-01
USIE-00 NSCE-00 /092 W
----------024414 291729Z /43
O R 291651Z MAR 78
FM AMEMBASSY PARIS
TO FAA WASHDC IMMEDIATE
SECSTATE WASHDC IMMEDIATE 9231
INFO FAA BRUSSELS
AMCONSUL MONTREAL
AMEMBASSY BONN
AMEMBASSY LONDON

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FAA WASHDC FOR AED-1, AEM-1, AIA-3, APA-1

AMCONSUL MONTREAL FOR US REP ICAO

LONDON AND BONN FOR FAA AND EMBASSIES

E.O. 11652: N/A
TAGS: EAIR, ICAO, FR
SUBJECT: FORTHCOMING AWOD MEETING, MONTREAL

REF: (A) PARIS 9959, (B) FAA P272149Z

1. SUMMARY: PARIS FAA REP. MET WITH ALAIN MONNIER, DEPUTY DIRECTOR, DIRECTORATE FOR AIR NAVIGATION, DGAC, AND HEAD OF THE FRENCH DELEGATION TO THE ALL WEATHER OPERATIONS DIVISION (AWOD) MEETING AT MONTREAL, APRIL 4-21. MONNIER MADE IT AMPLY CLEAR THAT FRENCH DELEGATION WILL QUESTION FROM THE VERY START THE NECESSITY
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TO SELECT A NEW APPROACH AND LANDING AID. IT WILL CONTEND THAT OPERATIONAL REQUIREMENTS HAVE CHANGED IN THE PAST SIX YEARS, AND FRANCE WILL PROMOTE THE DEFERMENT OF SELECTION. HOWEVER, IF FRANCE HAS TO VOTE FOR A NEW LANDING STANDARD, IT WILL VOTE FOR TRSB, THUS RESPECTING WORK DONE BY AWOP. RECOGNIZING THAT THE U.S. HAS PUT A LOT OF RESOURCES INTO ASSESSIRG CAN-

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DIDATE SYSTEMS, MONNIER WILL AS A COMPROMISE INTRODUCE THE NOTION OF A SECONDARY STANDARD FOR TRSB/MLS WHICH, IN HIS OPINION, WOULD SATISFY THOSE CONCERNED (NOTION DISCUSSED WITH PORITZKY OF FAA). MONNIER WILL ARRIVE MONTREAL APRIL 3 AND WOULD WELCOME PRIVATE DISCUSSION WITH DEPUTY ADMINISTRATOR QUENTIN TAYLOR TO EXPLAIN MORE FULLY FRENCH POSITION.

2. AS INDICATED IN REFERENCE MESSAGE (A), PARIS FAA REP. MET WITH ALAIN MONNIER MARCH 28 TO DISCUSS IN MORE DETAILS THE FRENCH POSITION AT SUBJECT MEETING. MORNIER MADE THE FOLLOWING REMARKS:

(A) FRENCH DELEGATION DISAGREES WITH AWOD AGENDA, INASMUCH AS IT DOES NOT INCLUDE AS A PRIORITY ITEM DISCUSSION ON THE PRESENT NECESSITY FOR A NEW LANDING AID. FRANCE WILL CONTEND THAT THE OPERATIONAL REQUIREMENTS PREVAILING IN 1972, AT TIME OF THE 7TH AIR NAVIGATION CONFERENCE DECISION, HAVE CHANGED IN PART AS A RESULT OF THE ENERGY CRISIS, AVIATION BUDGET CUTS, AND TECHNICAL IMPROVEMENTS TO ILS.

(B) WHEN REMINDED THAT CERTAIN COUNTRIES HAD AN URGENT NEED FOR NEW LANDING AID BECAUSE OF SITING PROBLEMS, NEED FOR MORE CAPACITY AND NOISE ABATEMENT, MONNIER REPLIED THAT NEVERTHELESS THEY REPRESENT A SMALL PERCENTAGE OF THE WORLD AVIATION COMMUNITY. TO HIS KNOWLEDGE, THERE WAS NO SUCH NEED IN EUROPE. HIS LIMITED OFFICIAL USE

CONTENTION IS THAT EVERY CAPABILITY FURNISHED BY MLS CAN BE OBTAINED FROM EXISTING SYSTEMS SUCH AS ILS, INS, DME AND PRECISION ALTIMETER.

(C) THE FRENCH DELEGATION IS CONCERNED THAT SELECTION OF AN MLS WILL BE DONE PRIOR TO DEVELOPING A CLEAR IDEA ON ITS POTENTIAL USE AND THE DEVELOPMENT OF STANDARDS AND RECOMMENDED PRACTICES (SARPS). AS A MATTER OF FACT, HE SAW A CERTAIN DANGER IN GENERAL AVIATION PILOTS ATTEMPTING CURVED APPROACH AND TRYING TO INTERCEPT RUNWAY COURSE ONE MILE FROM THRESHOLD WITHOUT SPECIAL TRAINING.

(D) THE SARPS WOULD HAVE TO BE TAILORED ABOUT CAPABILITIES OF MLS WHICH IN OPINION OF THE FRENCH IS TOO RESTRICTIVE WHEN COMPARED TO POTENTIAL CAPABILITIES OF A MULTIFUNCTIONAL INTEGRATED SYSTEM. IN THAT CONNECTION, THOMSON-CSF HAS PROMISED THE FRENCH ADMINISTRATION AN ASSESSMENT, WITHIN TWO YEARS, OF AN INTEGRATED COM/NAV SYSTEM BASED ON A SYSTEM DEVELOPED FOR FRENCH MILITARY COMPATIBLE WITH US/NATO G10. MONNIER DID NOT DENY THAT THIS WAS IMPORTANT FACTOR IN FRENCH DELAYING ACTION.

(E) FRENCH WOULD OPPOSE THE ADOPTION OF THE

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DISCRETE ADDRESS BEACON SYSTEM (DABS) AS NEW RADAR
IDENTIFICATION SYSTEM WHEN IT WILL COME UP FOR SELECTION
AS NEW ICAO STANDARD IN NEAR FUTURE FOR ABOVE REASONS.

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MONNIER CLAIMS THAT IF MLS AND DABS ARE SELECTED AS ICAO STANDARDS, THIS WOULD PREVENT FOR NEXT 30 YEARS DEVELOPMENT OF NEW TECHNIQUES MORE RESPONSIVE TO NEEDS OF NEW AIRCRAFT (ESPECIALLY AIRBORNE EQUIPMENT).

3. MONNIER PREDICTED THAT FORTHCOMING ICAO SESSION WOULD BE "STORMY". HE ADMITTED THAT SELECTION PROCESS WAS WITHOUT REPROACH AND IN ACCORDANCE WITH PAST ICAO RECOMMENDATIONS. BUT BECAUSE OF CHANGING OPERATIONAL REQUIREMENTS THAT TOOK PLACE SINCE 1972, HE FELT COMPELLED TO REOPEN THE DISCUSSION ON THE ACTUAL NEED FOR A REPLACEMENT OF ILS. WHEN FAA REP REMARKED THAT FRENCH AND US POSITIONS SEEMED WIDE APART AND THAT APPARENTLY THERE WAS NO GROUND FOR AGREEMENT, MONNIER EXPLAINED HIS NOTION OF A SECONDARY STANDARD FOR THE TRSB/MLS (IN EFFECT, A DOUBLE STANDARD). IF A FRENCH INITIATIVE

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TO REOPEN THE ISSUE OF NEEDS FOR A NEW STANDARD IS
DEFEATED AND THE MEETING PROCEEDS WITH A FINAL
SELECTION, THEN THE FRENCH WILL VOTE FOR TRSB/MLS.
MONNIER WOULD WELCOME A PRIVATE MEETING WITH DEPUTY
ADMINISTRATOR QUENTY TAYLOR PERHAPS IN THE
LATE AFTERNOON OF HIS ARRIVAL DATE, APRIL 3 TO EXPLAIN
IN MORE DETAILS THE FRENCH POSITION AND THE STRICTLY
FRENCH INITIATIVE TO INTRODUCE A NEW AGENDA ITEM. FRENCH
DELEGATION WILL STAY AT THE APARTMENT CRESCENT HOTEL,
CRESCENT STREET IN MONTREAL.

4. EMBASSY RECOMMENDS THAT TAYLOR ARRANGE EARLY
MEETING WITH MONNIER TO DETERMINE WHETHER MCRE COMMON
GROUND BETWEEN FRENCH AND U.S. POSITIONS CAN BE FOUND.
SO FAR AS WE CAN DETERMINE, FRENCH POSITION IS BEING
SOLELY DETERMINED BY AERONAUTICAL AUTHORITIES AND FRENCH
FOREIGN OFFICE IS NOT PLAYING ANY SIGNIFICANT ROLE.
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